

When will you see improvements?

Short-term (next 24 months)

- Transit signal priority
- Improve pedestrian crossings at N. 95th and N. 140th Streets
- Widen lanes from N. 38th to N. 50th Streets by restriping the curb lanes
- Where necessary, extend parking restrictions during peak hours of congestion

Interim (next 2-8 years, pending funding)

- Improve lighting at areas with security issues
- Sidewalk, curb, and gutter additions
- Raise medians and manage left-turn lanes at high accident locations

Interim (continued)

- Improve transit speed and reliability
- Where necessary, extend parking restrictions during peak hours of congestion

Long-term* (as feasible, pending funding)

- Sidewalk, curb, and gutter additions
- Implement long-term roadway cross-sections
- Additional transit speed and reliability improvements
- Where necessary, extend parking restrictions during peak hours of congestion

** Long-term improvements will be triggered by property redevelopment, future congestion, and accident hot spots*



Improving Safety and Mobility

This is the second newsletter for the State Route (SR) 99 North Corridor Study. In addition to providing an overview, this newsletter outlines the major corridor traffic problems and improvement options, and provides a timeline for how and when improvements will be made.

Why are we studying SR 99 North?

Traffic accidents and congestion have prompted a study to improve State SR 99 North in Seattle. Also called Aurora Avenue North and Highway 99, the section of SR 99 under study extends from the Battery Street Tunnel (downtown Seattle) to North 145th Street (City of Shoreline).

This corridor experiences a high level of traffic congestion, and several sections have been identified as high accident locations due to the associated number, severity and cost.

What will the study accomplish?

The study will develop a long-range plan to improve safety and support mobility along the corridor. It will focus on developing safety improvement recommendations for identified high accident locations.

Who is leading the study?

The Washington State Department of Transportation (WSDOT) owns SR 99 North and is leading the study in partnership with the City of Seattle, King County Metro, and the City of Shoreline. King County Metro Transit is responsible for transit operations on the corridor. The City of Seattle manages traffic operations on the corridor and is responsible for implementing the improvement recommendations that result from this study.



The segment under study has the highest number of disabling injuries in central Puget Sound.

www.wsdot.wa.gov/mobility/sr99

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Existing Conditions

ACCIDENTS & SAFETY

The SR 99 North study corridor has a high number of vehicle and non-motorized traffic accidents, and a high level of congestion.

The majority of accidents occurring on the study corridor involve rear ends, sideswipes, vehicles colliding with fixed objects (such as trees and utility poles) or vehicles colliding at a right-angle. Several sections of the study corridor also have a high number of accidents involving pedestrians or other non-motorized users.

Corridor users have expressed concern about safe access onto and off the corridor. Users have also requested additional directional and guide signage on how to access and cross SR 99 North.

SECURITY

Several sections of SR 99 experience criminal activity. The public has expressed concern about their security traveling along and across the corridor.

CONGESTION

Traffic congestion levels on SR 99 North are high and are expected to get worse, with traffic volumes projected to increase by 35% in the next 15 years during peak periods.

In addition to increasing traffic volumes, corridor users have to maneuver through sections of north- and southbound roadway that narrow from three to two travel lanes and squeeze traffic during peak periods.

Both the increasing traffic volumes and the corridor sections operating with a reduced number of travel lanes contribute to congestion and safety problems on SR 99 North.

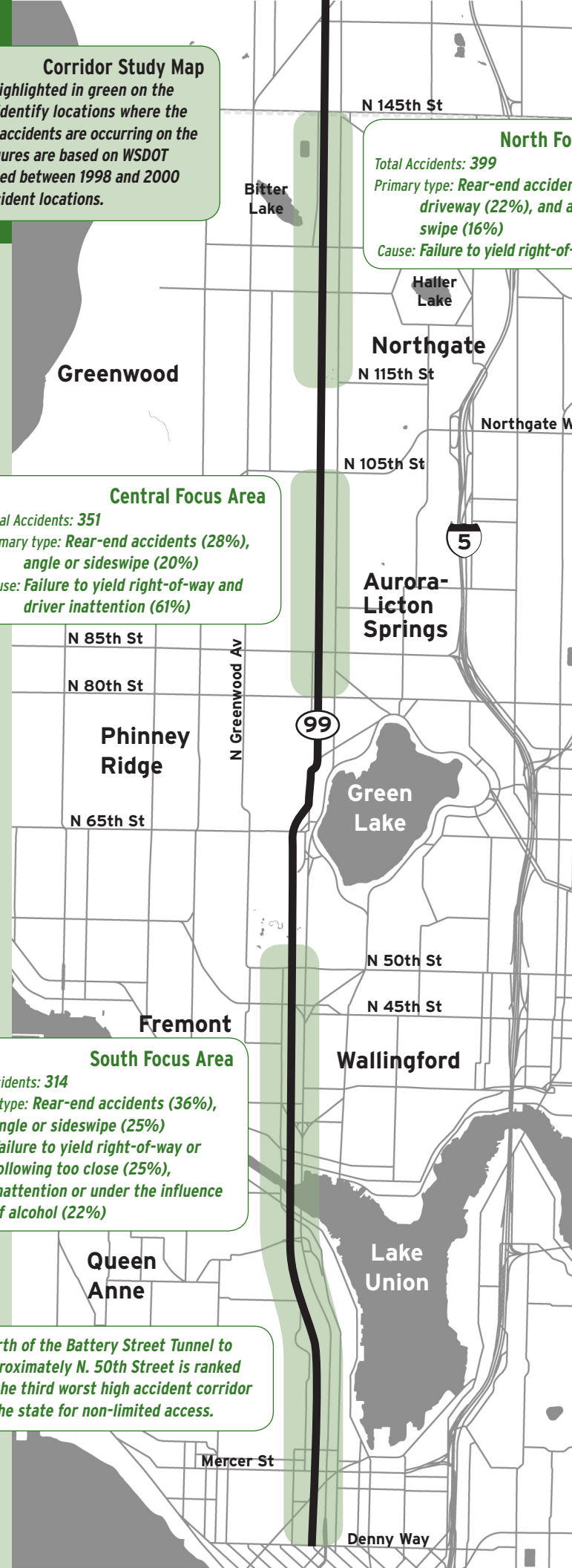
Corridor Study Map
The areas highlighted in green on the study map identify locations where the majority of accidents are occurring on the corridor. Figures are based on WSDOT data collected between 1998 and 2000 for high-accident locations.

Central Focus Area
Total Accidents: 351
Primary type: **Rear-end accidents (28%), angle or sideswipe (20%)**
Cause: **Failure to yield right-of-way and driver inattention (61%)**

South Focus Area
Total Accidents: 314
Primary type: **Rear-end accidents (36%), angle or sideswipe (25%)**
Cause: **Failure to yield right-of-way or following too close (25%), inattention or under the influence of alcohol (22%)**

North of the Battery Street Tunnel to approximately N. 50th Street is ranked as the third worst high accident corridor in the state for non-limited access.

North Focus Area
Total Accidents: 399
Primary type: **Rear-end accidents (24%), driveway (22%), and angle side swipe (16%)**
Cause: **Failure to yield right-of-way (52%)**



The Corridor's Future

The SR 99 North Corridor Study will recommend actions that promote a safer and more secure corridor, and support long-term mobility for corridor users. The particular improvement actions and specific improvement locations will be developed through the course of the study.

IMPROVED SAFETY & SECURITY

The study recommends the following actions to address safety and security issues on SR 99 North.

- **Provide a safer place for pedestrian and other non-motorized users** by improving crossings and adding sidewalks, curbs and gutters along the length of the corridor.
- **Provide a safer corridor for vehicles** by reducing rear-end, sideswipe, and right-angle accidents. The study recommends reducing sideswipes and right-angle accidents by widening lanes, reconfiguring key intersections, adding raised medians and implementing other access management restrictions. The recommendation for minimizing rear-end collisions includes continual updating of traffic signal synchronization.
- **Reduce alcohol-related accidents** by recommending to local law enforcement and related organizations additional educational outreach and law enforcement.
- **Improve security and reduce crime** by providing additional lighting and by recommending security improvements at key areas along the corridor to local law enforcement.

Note: for information on the implementation framework, please see the back panel of this newsletter

LONG-TERM MOBILITY

Traffic congestion on SR 99 North is a difficult, if not impossible, problem to solve. The study recognizes that the SR 99 corridor is “built-up” with many long-standing, established businesses. Since the existing “built-up” environment does not provide room to add significant new road capacity, the study recommends the following actions to ensure long-term mobility:

- With redevelopment, implement a long-term cross-section with three lanes north- and southbound during peak periods of traffic congestion.
- Continue traffic light operational improvements
- Continue transit speed and reliability improvements